

CONSTRUCTION NOTES:

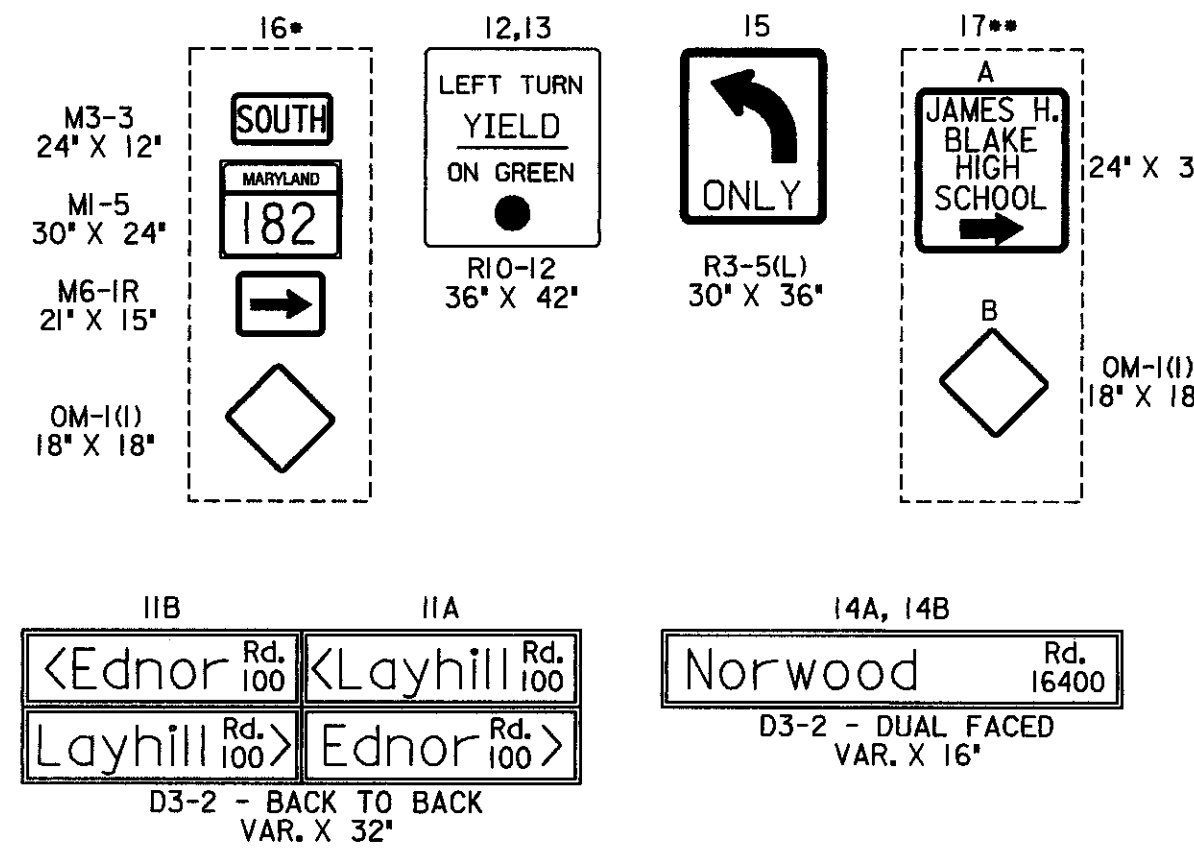
- INSTALL HANDHOLE.
- EXISTING CONTROLLER AND POLE MOUNTED CABINET TO BE REMOVED AND RETURNED TO MCDPW.
- INSTALL MICRO-LOOP PROBE TYPE VEHICLE DETECTOR.
- INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR THE STOP LINE.
- INSTALL 2 IN. POLYVINYL CHLORIDE (SCH. 80) ELECTRICAL CONDUIT - TRENCHED. (SEE NOTE 1)
- INSTALL 1 IN. LIQUID-TIGHT, NON-METALLIC CONDUIT FOR LOOP DETECTOR SLEEVE.
- INSTALL 3 IN. POLYVINYL CHLORIDE (SCH. 80) ELECTRICAL CONDUIT - TRENCHED. (SEE NOTE 1)
- INSTALL 4 IN. POLYVINYL CHLORIDE (SCH. 80) ELECTRICAL CONDUIT - TRENCHED.
- NOT USED.
- INSTALL NEMA SIZE "6" BASE-MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT. [NOTE: 2-3 IN. SCH. 80 AND 2-4 IN. SCH. 80, 90 DEGREE PVC BENDS]
- INSTALL 27 FT. STEEL POLE WITH A 70 FOOT MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS AND A 20 FT. LIGHTING ARM WITH A 250 WATT HPS LAMP AND LUMINAIRE AS SHOWN. (NOTE: 1-4 IN. & 1-3 IN. SCH. 80, 90 DEGREE PVC BEND).
- INSTALL 3 IN. POLYVINYL CHLORIDE (SCH. 80) ELECTRICAL CONDUIT - SLOTTED.
- INSTALL 4 IN. POLYVINYL CHLORIDE (SCH. 80) ELECTRICAL CONDUIT - PUSHED
- NOT USED.
- USE EXISTING CONDUIT. REMOVE EXISTING CABLE(S).
- USE EXISTING HANDHOLE. RESET TOP AND INSTALL CONCRETE COLLAR
- NOT USED.
- ABANDON EXISTING CONDUIT. REMOVE EXISTING CABLE(S).
- REMOVE EXISTING HANDHOLE.
- REMOVE EXISTING TRAFFIC SIGNAL POLE AND ALL ATTACHMENTS.
- NOT USED
- INSTALL GROUND MOUNTED SIGN

NOTE: REMOVE ONE EXISTING HANDHOLE IN THE GAP

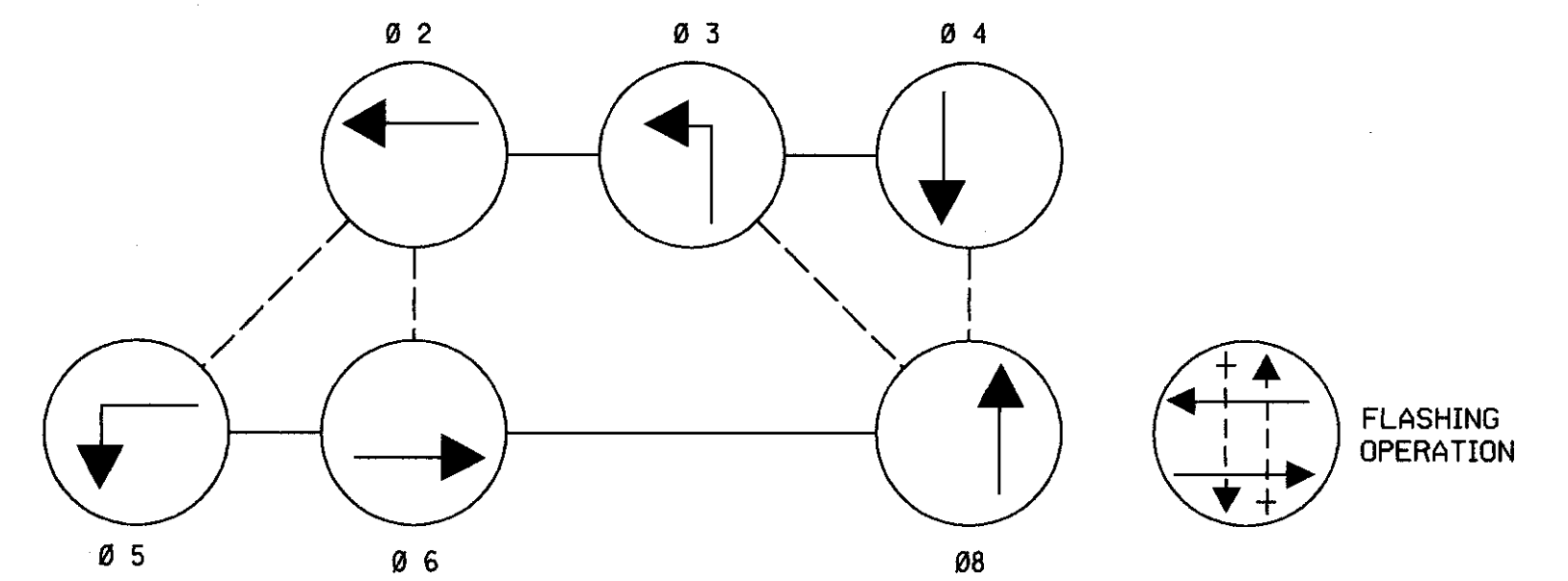
NORWOOD ROAD IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION.

NOTE: INSTALL ONE HANDHOLE IN THE GAP

SIGNS



NEMA PHASING

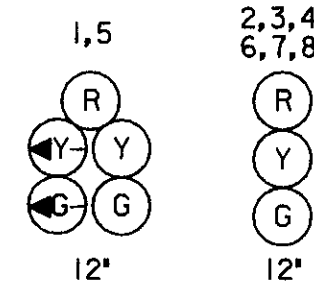


PHASING NOTES

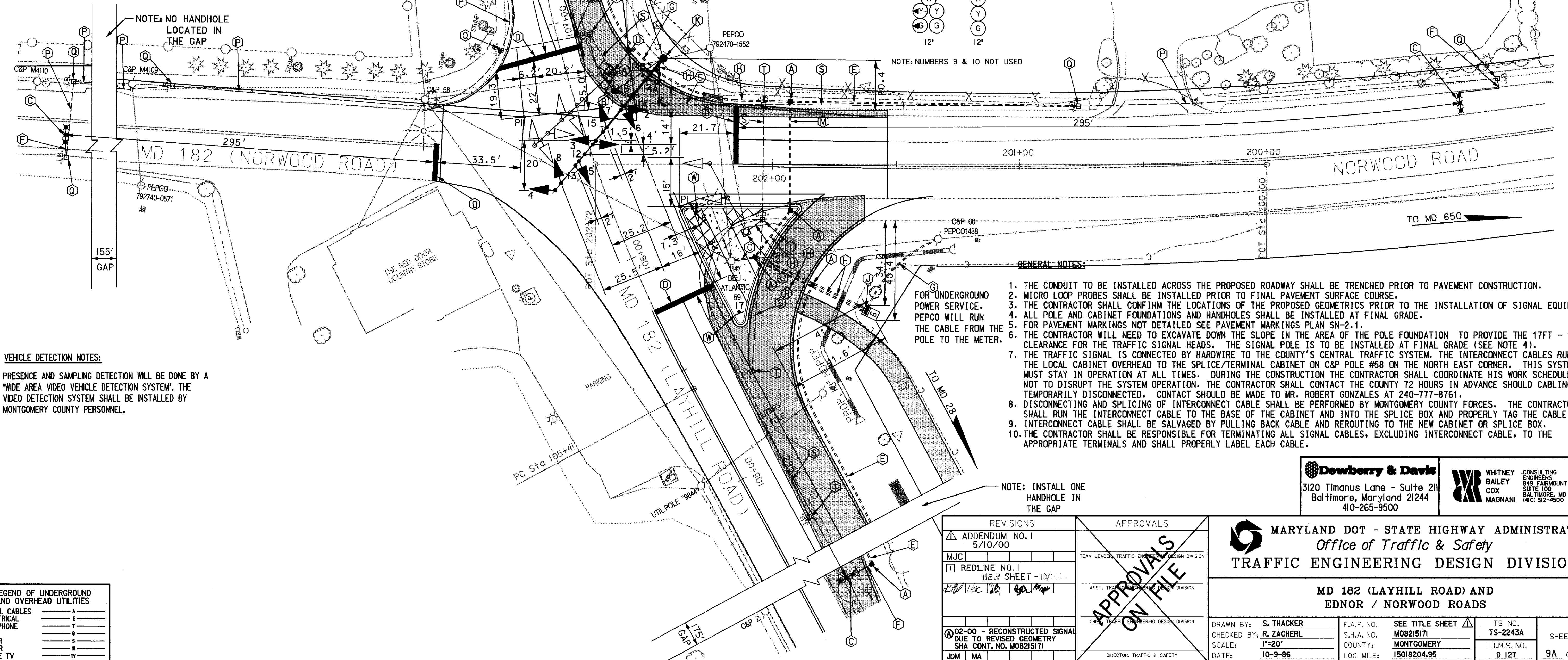
- PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

- SIGN 16 TO BE GROUND MOUNTED ON 1 - 4" X 6" WOOD SIGN SUPPORT. FINAL LOCATION TO BE SET ON THE FIELD BY THE ENGINEER AND COORDINATED WITH THE PLACEMENT OF SIGN 10* ON SHEET SN-2.1.
- RELOCATE SIGN 17A FROM THE EXISTING TRAFFIC SIGNAL POLE AND GROUND MOUNT ON 1 - 4" X 6" WOOD SIGN SUPPORT. COORDINATE THE PLACEMENT OF THE SIGN WITH OTHER SIGNS SHOWN ON SN-2.1.

SIGNAL HEADS



NOTE: NUMBERS 9 & 10 NOT USED



VEHICLE DETECTION NOTES:

PRESENCE AND SAMPLING DETECTION WILL BE DONE BY A "WIDE AREA VIDEO VEHICLE DETECTION SYSTEM". THE VIDEO DETECTION SYSTEM SHALL BE INSTALLED BY MONTGOMERY COUNTY PERSONNEL.


GENERAL NOTES:

- THE CONDUIT TO BE INSTALLED ACROSS THE PROPOSED ROADWAY SHALL BE TRENCHED PRIOR TO PAVEMENT CONSTRUCTION.
- MICRO LOOP PROBES SHALL BE INSTALLED PRIOR TO FINAL PAVEMENT SURFACE COURSE.
- THE CONTRACTOR SHALL CONFIRM THE LOCATIONS OF THE PROPOSED GEOMETRICS PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
- ALL POLE AND CABINET FOUNDATIONS AND HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
- FOR PAVEMENT MARKINGS NOT DETAILED SEE PAVEMENT MARKINGS PLAN SN-2.1.
- THE CONTRACTOR WILL NEED TO EXCAVATE DOWN THE SLOPE IN THE AREA OF THE POLE FOUNDATION TO PROVIDE THE 17FT - 19FT CLEARANCE FOR THE TRAFFIC SIGNAL HEADS. THE SIGNAL POLE IS TO BE INSTALLED AT FINAL GRADE (SEE NOTE 4).
- THE TRAFFIC SIGNAL IS CONNECTED BY HARDWARE TO THE COUNTY'S CENTRAL TRAFFIC SYSTEM. THE INTERCONNECT CABLES RUN FROM THE LOCAL CABINET OVERHEAD TO THE SPLICE/TERMINAL CABINET ON C&P POLE #58 ON THE NORTH EAST CORNER. THIS SYSTEM MUST STAY IN OPERATION AT ALL TIMES. DURING THE CONSTRUCTION THE CONTRACTOR SHALL COORDINATE HIS WORK SCHEDULE SO NOT TO DISRUPT THE SYSTEM OPERATION. THE CONTRACTOR SHALL CONTACT THE COUNTY 72 HOURS IN ADVANCE SHOULD CABLEING BE TEMPORARILY DISCONNECTED. CONTACT SHOULD BE MADE TO MR. ROBERT GONZALES AT 240-777-8761.
- DISCONNECTING AND SPLICING OF INTERCONNECT CABLE SHALL BE PERFORMED BY MONTGOMERY COUNTY FORCES. THE CONTRACTOR SHALL RUN THE INTERCONNECT CABLE TO THE BASE OF THE CABINET AND INTO THE SPLICE BOX AND PROPERLY TAG THE CABLE.
- INTERCONNECT CABLE SHALL BE SALVAGED BY PULLING BACK CABLE AND REROUTING TO THE NEW CABINET OR SPLICE BOX.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES, EXCLUDING INTERCONNECT CABLE, TO THE APPROPRIATE TERMINALS AND SHALL PROPERLY LABEL EACH CABLE.

NOTE: INSTALL ONE HANDHOLE IN THE GAP

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES	
AERIAL CABLES	—A—
ELECTRICAL	—E—
TELEPHONE	—T—
GAS	—G—
SEWER	—S—
WATER	—W—
CABLE TV	—TV—

REVISIONS				APPROVALS	
⚠ ADDENDUM NO. 1 5/10/00				<div>APPROVALS ON FILE</div> <div>TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION</div> <div>ASST. TRAFFIC ENGINEERING DESIGN DIVISION</div> <div>CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION</div> <div>DIRECTOR, TRAFFIC & SAFETY</div>	
MJC					
☐ REDLINE NO. 1 HEW SHEET - 10/10/00					
[Signature] [Signature] [Signature]					
④ 02-00 - RECONSTRUCTED SIGNAL DUE TO REVISED GEOMETRY SHA CONT. NO. M08215171					
JDM		MA			




MARYLAND DOT - STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

MD 182 (LAYHILL ROAD) AND

EDNOR / NORWOOD ROADS

DRAWN BY: S. THACKER	F.A.P. NO.	SEE TITLE SHEET 	TS NO.	SHEET NO.
CHECKED BY: R. ZACHERL	S.H.A. NO.	M08215171	TS-2243A	
SCALE: 1"=20'	COUNTY:	MONTGOMERY	T.I.M.S. NO.	
DATE: 10-9-86	LOG MILE:	15018204.95	D 127	9A OF 15